

What Happens Next?

The Record of Decision, or ROD, is scheduled for approval this summer. The ROD documents decisions made during the project development process, such as the alternatives considered, the basis for selection of the preferred alternative, and measures taken to minimize impacts. Later this fall, a Design Public Hearing will be held to present the design details of Alternative 29 (the preferred alternative) for the public to review. Comments from the public on the design will be encouraged.

When is the Project Going to be Built?

Following the Design Public Hearing, construction plans will be developed. These will be used first in purchasing right-of-way for the roadway. The roadway was divided into four sections, designated A through D, as shown in the table below. As the table indicates, only Section B, from US 220 Bypass to Old Cox Road, is currently funded for right-of-way acquisition and construction, according to the *NCDOT 2007-2013 State Transportation Improvement Program*.

Section	Right-of-Way	Construction
A. US 64 West of Asheboro to US 220 Bypass	Unfunded - Not Scheduled	Unfunded - Not Scheduled
B. US 220 Bypass to Old Cox Road	Federal Fiscal Year 2010	Federal Fiscal Year 2012
C. Old Cox Road to US 64 East of Asheboro	Unfunded – Not Scheduled	Unfunded – Not Scheduled
D. Zoo Connector	Unfunded – Not Scheduled	Unfunded – Not Scheduled

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US 64 ASHEBORO BYPASS

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Project Description

The North Carolina Department of Transportation (NCDOT) is planning to improve US 64 in the Asheboro area. The proposed project is a new freeway bypassing Asheboro to the south, following the alignment of Alternative 29. The project also includes a new connector road from the bypass to the North Carolina Zoo. The bypass project begins on existing US 64 west of Asheboro just east of the Stutts Road intersection and ends at existing US 64 east of Asheboro just beyond the Presnell Street intersection. The proposed US 64 Bypass will be a four-lane, median-divided facility with full access control on new location. Overall it is about 14 miles in length. The Zoo Connector will be a two-lane parkway facility about two miles in length, ending at the present entrance to the Zoo. The project includes seven interchanges, located on the map on the next page.

FEIS Available for Public Review

The Final Environmental Impact Statement (FEIS) for TIP Project R-2536 was approved on March 12, 2007. The FEIS outlines the environmental impacts of the proposed project, summarizes the interagency merger process, and addresses comments received from the public and environmental agencies. Copies of the FEIS are available for public review at the locations shown below. Please provide us with any comments on the FEIS.

- Randolph County Public Library – 201 Worth Street, Asheboro
- Randolph County Planning & Zoning Department – 204 East Academy Street, Asheboro
- Randolph County School System – 2222 South Fayetteville Street, Asheboro
- City of Asheboro Planning Department – 146 North Church Street, Asheboro
- City of Asheboro Engineering Department – 146 North Church Street, Asheboro
- Asheboro/Randolph Chamber of Commerce – 317 Dixie Drive, Asheboro

Design Changes

Based on comments received from the public, state and federal agencies, and changes in NCDOT policies, the design changes listed below were made to Alternative 29. These will be presented at the Design Public Hearing in the fall.

- Added a bridge on West Chapel Road over the US 64 Bypass which ties into Stutts Road south of the bypass. The bridge maintains local traffic circulation and neighborhood cohesiveness.
- Revised the NC 49 interchange to provide a modified cloverleaf with one semi-directional type ramp for the high traffic volumes projected to and from NC 49 South. The profile grades were modified to provide dual bridges for carrying NC 49 over the bypass. Also, access control was extended along NC 49 and service roads were added.
- Added a bridge on Pastureview Road over the US 64 Bypass and revised the profile grade of the bypass to fit in with the bridge design. The bridge maintains local traffic circulation and neighborhood cohesiveness.
- Added dual bridges in lieu of box culverts at crossings of Little River, Vestal Creek, and North Prong Richland Creek.

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# Alternative 29

